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DEPARTMENT OF THE ARMY  
OFFICE OF THE ADJUTANT GENERAL  
WASHINGTON, D.C. 20310

IN REPLY REFER TO

AGAM-P (M) (30 Jul 69) FOR OT UT 692305

7 August 1969

SUBJECT: Operational Report - Lessons Learned, Headquarters, 1st Aviation  
Brigade, Period Ending 30 April 1969 (U)

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2. Information contained in this report is provided to insure appropriate benefits in the future from lessons learned during current operations and may be adapted for use in developing training material.

BY ORDER OF THE SECRETARY OF THE ARMY:

*Kenneth G. Wickham*

KENNETH G. WICKHAM  
Major General, USA  
The Adjutant General

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as

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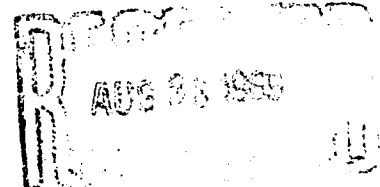
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DEPARTMENT OF THE ARMY  
HEADQUARTERS 1ST AVIATION BRIGADE  
APO San Francisco 96384

AVBAGC-0

15 May 1969

SUBJECT: Operational Report of Headquarters, 1st Aviation Brigade for  
Period Ending 30 April 1969, MCS CSOR-65 (R1) (U)

TO: SEE DISTRIBUTION.

1. (C) Section 1, Operations: Significant Activities.

a. Command.

(1) (U) The mission of the 1st Aviation Brigade remained unchanged, that of providing effective responsive Army Aviation support to US, RVN and FMAAR ground elements.

(2) (U) Changes in key Staff Personnel

(a) Commanding General  
Major General Robert R. Williams, 022962, 1 FEB 69 - 30 MAR 69  
Brigadier General Allen M. Burdett, Jr., 026048, 31 MAR 69 -  
30 APR 69

(b) Deputy Brigade Commander  
Colonel James C. Smith, 063314 AR, 1 FEB 69 - 20 MAR 69  
Colonel William C. Boehm, 063051 IN, 21 MAR 69 - 30 APR 69

(c) Deputy Brigade Commander/Administration  
Colonel William C. Boehm, 063051 IN, 1 FEB 69 - 20 MAR 69  
Vacant 21 MAR 69 - 30 APR 69

(3) (U) At the end of the reporting period the organization and location of major units are shown in the Organization Chart at Incl 1 and the Station List at Incl 2.

(4) (U) During the reporting period Commander's Notes for the months April and May (Numbers 3 and 4 in the 1969 Series) appear at Inclosures 3 and 4.

(5) (U) AGI. During the period 15 April - 18 April 1969 the 1st Aviation Brigade HQ underwent its annual IG. In addition to the Brigade HQ, the 5th Aviation Detachment, 8th Military History Detachment, and 12th Public Information Detachment were also inspected.

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Period Ending 30 April 1969, HCS CSFOR-65 (R1) (U)

b. G-1.

(1) (C) Brigade Strength. The average strength of the 1st Aviation Brigade during the period February 1969 through April 1969 is as follows:

<u>UNIT</u>	<u>OFFICERS</u>	<u>WARRANT OFFICERS</u>	<u>ENLISTED</u>	<u>TOTAL</u>
HQ, 1st Avn Bde	44	10	155	209
12th CAG	787	969	6535	8291
17th CAG	641	902	6019	7562
164th CAG	402	296	3153	3851
165th Avn Gp	79	17	1321	1417
212th CAB	<u>152</u>	<u>69</u>	<u>1208</u>	<u>1429</u>
TOTAL	2105	2263	18391	22759

(2) (U) Officer Strength. The strength of the 1st Aviation Brigade Officer personnel by grade as of 20 April 1969 is as follows:

<u>GRADE</u>	<u>ASSIGNED &amp; ATTACHED</u> <u>MHC &amp; DETACHMENTS</u>	<u>BDE TOTAL</u>
GO	1	1
COL	2	7
LTC	8	52
MAJ	23	278
CPT	8	846
LT	6	988
WO	<u>11</u>	<u>2410</u>
TOTAL	59	4582

(3) (U) Personnel Transferred. The following number of personnel transferred into or out of the 1st Aviation Brigade during the period February 1969 through April 1969:

Replacements & Rotates:

	<u>REPLACEMENTS</u>	<u>ROTATEES</u>
Officers & WO's	1036	570
Enlisted Men	<u>3614</u>	<u>3421</u>
TOTAL	4650	3991

(4) (U) Awards. Awards Quarterly Report as of 27 April 1969:

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<u>AWARD</u>	<u>FEBRUARY</u>	<u>MARCH</u>	<u>APRIL</u>	<u>TOTAL</u>
DSC	0	0	1	1
DS	14	10	19	43
LOM	4	2	1	7
DfC	97	76	76	249
SA	1	3	0	4
BS"V"	13	24	12	49
BS	140	231	308	679
AE"V"	173	103	64	340
AE	7098	5672	5534	18,304
ACM"V"	54	26	113	193
ACM	431	330	428	1189
PH	6	7	0	13
TOTAL	8031	6484	6556	21,071

(5) (U) Appointments. Appointments for Commissioned and Warrant Officers:

Warrant Officer Flight Training	10
Warrant Officer USAR	6
USARV Direct Commission	16
Regular Army Appointment (Warrant)	6
Regular Army Appointment	11
Direct Commission TAG	19
OCS	1

(6) (U) Orders. Orders Published by HQ, 1st Aviation Brigade

	<u>GENERAL ORDERS</u>	<u>SPECIAL ORDERS</u>	<u>LETTER ORDERS</u>
February	472	29	28
March	483	34	46
April	496	32	69

c. G-2.

(1) (FOUO) Investigative Actions. The following Personnel Security Investigative actions were processed through the 1st Aviation Brigade's Personnel Security Investigative Branch during this reporting period:

(a) Request for Background Investigations:	- 12
(b) Request for verification of Background Investigation:	- 159
(c) Request for National Agency Check:	- 64
(d) Request for verification of National Agency Check:	- 85
(e) Request for verification of Entrance National Agency	
Check:	- 36
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Of the 356 actions processed, 268 of these actions have been completed.

(2) (FOUO) Other Intelligence Activities:

- (a) Security inspection of subordinate units conducted: - 6
- (b) Other visits conducted:

- 1. USARV AOC G-2 -220
- 2. LONG BINH POST S-2 - 89
- 3. II FF HQ G-2 - 12
- 4. Subordinate Units (Bde) - 8
- 5. 702 MID - 6

- (c) Number of INTSUM submitted to higher HQS: - 89
- (d) Number of lost documents investigation (AR 15-6) - 2
- (e) Number of lost documents investigations pending: - 0

d. G-3.

(1) (C) Plans

(a) MTOE 1-252G was prepared and is programed for submission to USARV in May 1969. This MTOE will modify MTOE 1-252G dtd 28 October 1968, for HHC, Combat Aviation Group.

(b) MTOE's 17-96T, 17-98T and 17-99T were prepared and are programmed for submission in June 1969. MTOE 17-98T will integrate the Signal Detachment (RL) and Transportation Corps Detachment (KD) into the Air Cavalry Troop. MTOE 17-96T is for HHT, Air Cavalry Squadrons; MTOE 17-99T is for D Troop, Air Cavalry Squadrons.

(c) MTOE 1-87G was received and following units were reorganized:

- 1. 312th Aviation Support Detachment
- 2. 313th Aviation Support Detachment
- 3. 314th Aviation Support Detachment
- 4. 315th Aviation Support Detachment
- 5. 316th Aviation Support Detachment
- 6. 317th Aviation Support Detachment
- 7. 318th Aviation Support Detachment
- 8. 319th Aviation Support Detachment
- 9. 320th Aviation Support Detachment
- 10. 321st Aviation Support Detachment
- 11. 322nd Aviation Support Detachment
- 12. 323rd Aviation Support Detachment
- 13. 324th Aviation Support Detachment
- 14. 325th Aviation Support Detachment
- 15. 326th Aviation Support Detachment

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Period Ending 30 April 1969, RCS CSFOR-65 (R1) (U)

16. 327th Aviation Support Detachment
17. 338th Aviation Support Detachment
18. 339th Aviation Support Detachment
19. 340th Aviation Support Detachment
20. 341st Aviation Support Detachment
21. 342nd Aviation Support Detachment
22. 343rd Aviation Support Detachment
23. 344th Aviation Support Detachment
24. 345th Aviation Support Detachment
25. 346th Aviation Support Detachment
26. 347th Aviation Support Detachment
27. 348th Aviation Support Detachment
28. 359th Aviation Support Detachment
29. 360th Aviation Support Detachment
30. 361st Aviation Support Detachment
31. 362nd Aviation Support Detachment
32. 363rd Aviation Support Detachment
33. 364th Aviation Support Detachment

(d) The following reorganizational structure was made since 1 Feb 69:

1. The 120th Assault Helicopter Company and the Command Airplane Company were reassigned from the 12th Combat Aviation Group to the 165th Aviation Group to facilitate command and control of the aforementioned units. No relocation of units was required.

2. The 238th Aerial Weapons Company and the 587th TC Detachment arrived in the Republic of Vietnam in March and were assigned to this command on 25 March 1969. Both units were further assigned to the 17th Combat Aviation Group and located at An Khe, RVN.

3. 5th Aviation Detachment attached to HHC, 1st Avn Bde.

4. 8th Military History Detachment attached to HHC, 1st Avn Bde.

5. 12th PID (TM FB) attached to HHC, 1st Avn Bde.

6. 129th Medical Detachment assigned to 12th CAB.

(2) (FOUO) Training

(a) Training Quotas. The following data is a recapitulation of training quotas allocated to subordinate units of the Brigade during this quarter. Quotas include those from the Army Aviation Refresher Training School (AARTS), USRV AH-1G/OH-6A training team, Jungle Survival School, and the Brigade UH-1 IP School, as follows:

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<u>1. COURSE</u>	<u>QUOTAS</u>
T53-L11 Engine	43
T53-L13 Engine	49
T55 Engine	44
T63 Engine	18
UH-1C/AH-1G Airframe	24
UH-1D/H Airframe	28
OH-6A Airframe	18
CH-47 Airframe	28
Aircraft Technical Supply	30
Enlisted Armament	43
Officer Armament	14
T55-L-11 Engine (Special)	32
Signal Course AN/GRC 106 Operator	4
<u>2. USARV AH-1G/OH-6A Training</u>	
AH-1G	15
OH-6A	11
<u>3. BDE UH-1 IP School</u>	27
<u>4. Survival School</u>	45

(b) Pilot Training. Units of the 1st Aviation Brigade continue to conduct pilot training classes to transition VNAF and ROKF-V aviators in the UH-1D/H. These classes are approximately 90 days duration. A summary of this training is as follows:

1. Courses starting during period:

<u>COURSE</u>	<u>CLASS START DATE</u>	<u>NO STUDENTS</u>
VNAF	21 February	13
VNAF	20 March	9
VNAF	21 April	9
ROK-V	7 April	6

2. Courses graduating during period:

<u>COURSE</u>	<u>GRADUATION DATE</u>	<u>NO STUDENTS</u>
VNAF	21 February	7
VNAF	14 March	2 Staff
VNAF	21 March	2 Staff
VNAF	12 April	7
VNAF	21 April	2 Staff

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### (3) (FOUO) Operations

(a) Procedures Guide. The new Aviation Operational Procedures Guide has been printed and is currently being distributed to all 1st Aviation Brigade Units and all other commands in RVN and CONUS who would have an interest in such a document. The guide represents a major task in writing and compiling: it is considered an invaluable reference for the many supported units. A copy of the guide is attached at inclosure 5.

(b) Tactical Operations Center (TOC). The TOC, an underground bunker complex, built primarily by Brigade Headquarters personnel, was completed and occupied on 5 February 1969. Consisting of a radio room, teletype room, and operations center, it will enable the Brigade Headquarters to continue functioning, at a reduced level, should the tactical situation dictate its occupation. The operations portion of the bunker is currently manned 24 hours daily by personnel from the G-3 section.

### c. G-4.

(1) (U) CMMI Team. The Brigade Command Maintenance Management Inspection Team (CMMI) conducted a total of 24 CMMI's during this quarter of which 19 were rated satisfactory and 5 unsatisfactory. A USARV T&ERS Training Team visited Brigade subordinate commands to conduct training for unit and staff personnel in preparation for Material Readiness Reports (DA Form 2406): the team also administered courtesy inspections of unit motor pool records.

(2) (U) CCIL. Instructions to subordinate units were consolidated and expanded, facilitating the preparation of the Commander's Critical Item List (CCIL) at unit level, and review by the 1st Logistical Command. Response to the CCIL has improved the overall logistics management within the 1st Aviation Brigade.

(3) (U) Project COLES. 1st Aviation Brigade Regulation 55-7 was published on 26 March 1969 incorporating many letters and messages from USARV and the 1st Aviation Brigade, compiling all instructions and reporting procedures and time required in preparation of the report to an absolute minimum consistent with operational requirements. Brigade units have exceeded the goals established by USARV in all cases.

(4) (U) Property Accountability: Dollar Limitation for Quarterly Reports of Operational Loss. The 1st Aviation Brigade Regulation was revised and republished on 15 March 1969 to include the Air Cavalry Squadrons, the standardization of the aviation companies to include NTOE actions absorbing the TC and SC detachments and to include subsequent increases and decreases in current pricing guides since the last edition.

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(5) (U) Safety : Possession, Carrying, and Use of Fire Arms and Dangerous Weapons. The 1st Aviation Brigade Regulation 211-5 was revised in response to numerous lost weapons, left unsecured in parked aircraft, weapons not physically worn while in flight and weapons left in billets at night. In addition, coordination was effected with the 44th Medical Brigade which resulted in standardizing procedures within the two units to safeguard the weapons of personnel evacuated through medical facilities.

(6) (U) Logistics : Ammunition Basic Loads and Base Camp Defense Stocks. The 1st Aviation Brigade Regulation 700-1, in coordination with the Ammunition Surveillance Branch, 1st Logistical Command, was published on 22 April 1969. The regulation formally established the minimum standards, unit policies, procedures and responsibilities for the development and maintenance of ammunition basic load and base camp defense stocks to include accounting, administration, fire protection, storage and safety.

## f. IO.

(1) (U) Information Office Activities. During this reporting quarter, the Information Office pioneered inroads in publicizing the 1st Aviation Brigade's strike-and-support mission in the Republic of Vietnam. In support of this publicity:

(a) The first color and sound motion picture dealing with the 3-year old Brigade was filmed entirely on location throughout Vietnam.

(b) Approximately 2,000 Hometown News Releases were submitted to the US Army Hometown News Center.

(c) Feature news articles and news releases have been reprinted in military news media, Pacific Stars and Stripes, and the Brigade has received in-depth radio and television coverage by ABC Radio/TV, CBS-TV, the German National Television Network and the French National Television Network.

(d) The command magazine "HAWK" has highlighted feature articles dealing with the Free World Assistance Forces (Republic of Korea, the Commonwealth of Australia and Thailand), and has initiated a series of "Sports in Vietnam" and "R&R".

(2) (U) IO Correspondents and Photographers. Information Office correspondents and photographers have given in-depth combat coverage during this quarter not only to Brigade units but also to sister services, e.g. The USS Benewah, the USS New Jersey (Navy) and the recovery of a US Air Force aircraft downed by the enemy.

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### g. Signal.

(1) (C) Secure Voice Device, TSEC/KY-8 Status: The 1st Aviation Brigade has received 115, or 92%, of the total KY-8's authorized. The Brigade has 57% of the KY-8's received in operational secure voice nets. The KY-8's that are on hand but not in operational nets are due to lack of radio adapter cards or x-mode cables.

(2) (C) KY-28 Status. 1st Aviation Brigade has received 1544 devices and have installed 967, or 62%, of these in aircraft. A complete distribution should be accomplished soon.

(3) (C) Secure Voice Device, TSEC/KY-38 Status. The 1st Aviation Brigade has received 185, or 83%, of the total KY-38's authorized. All the KY-38's on hand are operational and in use.

### h. Surgeon.

(1) (U) Aeromedical coverage. Aeromedical support of the Aviation Brigade remained at a high level during this reporting period. The Brigade's medical assets support about 7,000 non-brigade personnel on an area medical coverage mission basis. This additional medical requirement has not resulted in reduced support to Brigade units and personnel, due to the one hundred percent manning of all aviation medical officer positions.

The lack of authorized MSC officers has been a cause of misutilization of some physician time at a few locations due to excessive administrative duties; this is especially true at Dong Ba Thin where the 10th Combat Aviation Battalion physicians provide coverage for a large population of non-aviation personnel. Full aviation medical officer staffing will continue until June when all of the excess aviation medical officers now in country (not practicing aviation medicine) will have replaced departing physicians. The onlisted assignment levels fluctuated during this quarter but remained adequate for performing medical functions.

(2) (U) MTOE Test. The data collection phase of the Test MTOE terminated at the end of this report period (30 April). Both test battalions had not received their audiometers and due to logistics problems neither had a fully functional X-ray. It appears that valuable data has been collected which will form the basis for a serious study of the test MTOE.

(3) (U) Operations. The last of those medical detachments which were assigned to aviation companies and collocated with battalion Headquarters were finally reassigned to the battalion Headquarters and Headquarters Companies as the quarter came to a close.

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(4) (U) General. Of considerable importance was an inflow of electrocardiograms and visual testing apparatus which for the first time were made available to the Brigade in sufficient quantities. As the quarter closed, the medical units were equipped with sophisticated medical equipment which made possible higher standards of medical care within the 1st Aviation Brigade.

During this quarter, the Brigade regulation on physical conditioning, Reg 632-1, 18 Feb 69, "Standards of Conduct and Fitness: Physical Conditioning and Fitness", was again revised. Additional activities included visits to all subordinate units by either the Surgeon, Administrative Officer, or NCOIC.

### I. Aviation Safety/Flight Standardization.

a. (U) Accident Statistics. The 1st Aviation Brigade flew 443,083 hours during the last quarter and experienced 113 aircraft accidents. The aircraft accident rate for the quarter based on 100,000 flying hours was 22.5. Fifty-four per cent of the total accidents during this quarter resulted from human cause factors and 46% were from material cause factors. Engine failures were the greatest cause and accounted for 22% of the total accidents. Loss of RPM and tail rotor failures indicated an increase from previous quarters with a total of 9 loss of RPM accidents and 15 tail rotor failure accidents. The Brigade has averaged, for the last six months, 2 loss of RPM accidents and 3 tail rotor failure accidents each month. The cause of the increase in loss of RPM accidents is suspected to be associated with the warming trend in Southeast Asia. The cause for the increase in tail rotor failures is unknown at this time: 43% of the accidents involved technique and 31% involved judgement.

b. (U) Safety Seminar. In February the Safety Section conducted the quarterly safety seminar at Nha Trang. The seminar was attended by all group and battalion safety officers and generated much enthusiasm. The conference proved extremely successful in the exchange of ideas and the furtherance of our accident prevention program. Future seminars will be conducted on a quarterly basis.

c. (U) Staff Visits. During the last quarter the Safety and Flight Standardization Section visited a total of 91 individual battalion and company size units. The visits proved beneficial in assisting the aviation accident prevention program down to the lowest level. Records were reviewed and selected flight checks were conducted by the standardization team when training aircraft were available. Some units are still experiencing difficulties in obtaining aircraft to conduct required in-country orientation and 90-day check rides.

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d. (U) SIP Conference. The second standardization instructor pilot (SIP) conference was conducted at this headquarters during this quarter. The conference was highly successful in pointing out mutual problems and in discussing meaningful and practical solutions.

e. (U) 1st Avn Bde Reg 385-10 and 95-6. 1st Aviation Brigade Regulation 385-10, "Aviation Safety", and 1st Aviation Brigade Regulation 95-6, "Flight Orientation and Standardization Program", were revised during this quarter. During the month of May these regulations will be distributed to all aviation units within the Brigade.

f. (U) Aircraft Accident Statistics:

<u>MONTH</u>	<u>TOTAL FLYING HOURS</u>	<u>NO ACCIDENTS</u>	<u>RATE*</u>
February	138,776	30	21.6
March	154,933	37	23.9
April	149,374	46	30.8

\*per 100,000 flying hours

## February Accident Experience

<u>TYPE</u>	<u>R/W</u>	<u>F/W</u>	<u>TOTAL</u>
Major Accidents	23	6	29
Minor Accidents	1	0	1
Incidents	27	4	31
Forced Landings	30	2	32
Precautionary Landings	53	11	64

## March Accident Experience

<u>TYPE</u>	<u>R/W</u>	<u>F/W</u>	<u>TOTAL</u>
Major Accidents	31	4	35
Minor Accidents	1	1	2
Incidents	48	5	53
Forced Landings	31	2	33
Precautionary Landings	99	15	114

## April Accident Experience

<u>TYPE</u>	<u>R/W</u>	<u>F/W</u>	<u>TOTAL</u>
Major Accidents	41	1	42

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<u>TYPE</u>	<u>R/W</u>	<u>F/W</u>	<u>TOTAL</u>
Minor Accidents	4	0	4
Incidents	24	3	27
Forced Landings	24	7	31
Precautionary Landings	103	25	128

## j. Chaplain.

(1) (U) Religious Activities

(a) Group Religious Services

1. Number conducted	896
2. Number attending	32,082

(b) Religious education

1. Number occasions	527
2. Number attending	7,769

(c) Character Guidance

1. Number occasions	214
2. Number attending	40,537

(d) Number Pastoral Visits 17,729

(2) (U) Brigade Chaplain Activities

(a) Staff Assistance Visits	20
(b) Memorial Services	3
(c) Civic Action Program	1

## K. Headquarters Commandant:

(1) (U) There were no changes or additions to the mission of headquarters company.

(2) (U) There were no organizational changes in the headquarters company.

(3) (U) On 6 February 1969 ROSS A JOHNSON, Captain, Armor, 099477 assumed command replacing ROBERT D BRUEGGER, Captain, Armor, OF107560 who was reassigned to 7th Squadron, 17th Air Cavalry. On 19 March 1969 WILLIAM M McCONNELL, 1SG, RA14292694 replaced JAMES G GLADDEN, 1SG, RA 13276981, who was medically evacuated to CONUS pending retirement.

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(4) (FOUO) Unit Strength as of 30 April 1969:

## Military Assigned:

OFF		WO		EM		TOTAL	
Auth	OH	Auth	OH	Auth	OH	Auth	OH
28	41	4	9	86	151	118	201

## Military Attached:

OFF	WO	EM	TOTAL
1	1	11	13

## Civilians:

DAC		VN		3rd Natl		Contractor	
Auth	OH	Auth	OH	Auth	OH	Auth	OH
1	1	29	29	0	0	0	0

(5) (FOUO) Aircraft Strength Figures as of 30 April 1969:

UH-1		UH-6		U-6a		U-21		TOTAL	
Auth	OH	Auth	OH	Auth	OH	Auth	OH	Auth	OH
4	5	5	1	2	2	3	3	14	11

## 1. Historian.

(1) (U) History of the 1st Aviation Brigade. On 17 February 1969, MG Robert R. Williams authorized Mr. Frank Mariano to write a history of the 1st Aviation Brigade, to be published by the Vietnam Military Histories Publishing Company, Atlantic Highlands, New Jersey. A letter of introduction was given to Mr. Mariano granting him access to the pertinent files of the 1st Aviation Brigade. The expected completion time of the pictorial history is mid-September 1969.

(2) (U) Brigade History Regulation 870-1. 1st Aviation Brigade Reg 870-1, "Brigade History Program: Historical Activities," was revised on 18 April 1969 to correspond with AR 870-5, Sep 68. In addition, further guidance is given on the preparation of Unit Histories and Annual Supplements and on the preparation of biographies of Battalion and Group Commanders.

(3) (U) Detachment Status. General Order 1812, HQ 1st Aviation Brigade, dtd 22 April 1969, attached the 8th Military History Detachment to HHC, 1st Aviation Brigade, for all purposes: the effective date is 2 February 1968.



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(4) (U) Cross of Gallantry Award. The Cross of Gallantry with Palm (Second Award) awarded to the 1st Aviation Brigade by the Government of the Republic of Vietnam for the period 22 February 1967 to 17 May 1968, has been confirmed by Department of Army General Order 21, 8 April 1969.

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2. (C) Section II. Lessons Learned: Commander's Observations, Evaluations and Recommendations.

- a. Personnel. NONE
- b. Operations. NONE
- c. Training. NONE
- d. Intelligence. NONE
- e. Logistics.

(U) Property Book Officer.

(1) Observation: Unit Supply Technicians (761A) have been deleted from Aviation units by MTOE.

(2) Evaluation: The deletion of the Unit Supply Technician from the aviation unit has seriously affected the logistical efforts of the 1st Aviation Brigade. The assignment of either a junior commissioned officer or a non-technically rated warrant officer as Property Book Officer as an additional duty has proven to be unacceptable. The amount of time the aviator has available to devote to supply duties is insufficient: this is compounded by the critical shortage of trained and qualified unit Supply Sergeants, (MOS 76Y40/50, 69% assigned; 76A10, 42% assigned). In some instances, the property books are maintained by supply clerks with little more than basic supply course training. The training of assigned Supply Sergeants, in some instances, is less than adequate: this is caused by reclassification of combat wounded personnel, accelerated promotion of enlisted personnel, and unit supply requirements within CONUS where property book management is not required.

(3) Recommendation: That unit Supply Technician be reestablished in all aviation TOE's.

(4) Command Action: This headquarters is in the process of submitting an emergency MTOE change to reestablish the unit Supply Technicians in the aviation units assigned to the 1st Aviation Brigade.

- f. Organization. NONE
- g. Information. NONE
- h. Signal.

(1) (C) Shortage of secure voice equipment in AH-1G and UH-1H aircraft.

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(a) Observation: AH-1G aircraft and recently arrived new UH-1H helicopters have arrived from the factory less the KY-28 control head and mount.

(b) Evaluation: The shortage of the control head and mount has prevented the utilization of secure voice equipment in aircraft, equipment which should be primary for communications on daily combat operations.

(c) Recommendation: That action be taken to obtain an adequate number of control C-8157, FSN: 5821-926-7230 and mount KY-28 MT-3802/ARC FSN: 5810-937-1036, with which to equip all AH-1G aircraft that are presently in country. Further that an adequate supply of the mount and control head be acquired to furnish other aircraft in Vietnam, which are short these items, and allow sufficient supplies to the manufacturers to prevent shipment of aircraft to Vietnam minus this equipment.

(2) (U) Shortage of MOS 35P, 35N and 76U.

(a) Observation: The critical shortage of MOS 35P, 35N and 76U has had a decreased effect upon many unit's mission capability.

(b) Evaluation: The shortage of MOS 35P, Avionics Repair Supervisors, has had an adverse effect upon the operation of the Avionics mission of the 1st Aviation Brigade. This MOS provides the major part of the supervision, technical knowledge and production capability of the avionics maintenance in a unit. There is presently a 48% fill of 35P MOS's in the Brigade. A fill of 35% is the present level for MOS 35N, Avionics Flight Control Equipment Repairman, a necessary repairman for stabilization equipment in helicopters. The shortage of MOS 76U prevents the necessary facet of supply operations in avionics units. This school-trained MOS is the foundation of an efficient operation. There is presently a 48% fill of 76U personnel within the 1st Aviation Brigade.

(c) Recommendation: "That immediate action be taken by higher headquarters to determine whether the 1st Avn Bde is receiving an equitable share of personnel in MOS 35P, 35N, and 76U based on authorized and assigned strengths and considering mission requirements."

I. Surgeon. NONE

J. Aviation Safety/Flight Standardization.

(1) (U) Shortage of Flight Safety Clothing.

(a) Observation: Staff visits conducted within this command have indicated a shortage of flight safety clothing for aviators.

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(b) Evaluation: Aviators wearing flight safety clothing (Nomex flight uniform, Nomex gloves, and leather boots) have a much higher survival rate from aircraft accidents involving post-crash fires. A check of requisitions for these items indicate that units are having problems receiving the quantity and sizes required. Units of this command are located throughout Vietnam and the logistical support is extensive.

(c) Recommendation: To minimize the logistical requirements and facilitate issuing of this equipment, it is recommended that aviators be issued safety clothing at replacement depots upon arrival in Vietnam.

### (2) (U) Technical Report of US Army Aircraft Accidents.

(a) Observation: The Technical Report of US Army Aircraft Accidents is not being reviewed by the immediate commander to whom the aircraft is assigned in all cases. Accident prevention at company level is the foundation of an aviation safety program.

(b) Evaluation: A review of the circumstances surrounding the accident and the findings and recommendations of the investigating officer/board, will assist the commanding officer in taking appropriate actions to prevent recurrence of similar accidents. Existing directives do not contain sufficient guidance in routing the Aircraft Accident Report through the commander to whom the aircraft is assigned.

(c) Recommendation: That the report should be submitted by the investigating officer/board, to the appointing/reviewing headquarters, and indorsed to the unit commander for statement of concurrence or nonconcurrence and corrective action taken. The report should then be returned through appropriate channels to USABARR.

(d) Command Action: Units within this command have been advised to route the Accident Report through the immediate unit commander for comments and corrective actions. 1st Aviation Brigade Regulation 385-10, Aviation Safety, is being revised to reflect this procedure.

### (3) (U) Accident Finding and Recommendations.

(a) Observation: Circumstances surrounding an aircraft accident and the findings and recommendations of the investigating officer/board, are not being disseminated throughout this command. Many units are unaware of the details of particular accidents. Knowledge of an accident and recommendations to prevent recurrence will prevent similar accidents within a unit.

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(b) Evaluation: Safety is an education process and if flying personnel are made aware of the circumstances surrounding particular accidents they can avoid placing themselves and their equipment into a similar environment.

(c) Recommendations: That details of Brigade accidents should be available at company and battalion for use in safety meetings and reading files.

(d) Command Action: Accident briefs, to include findings and recommendations of the investigating officer/board, are now being published in the 1st Aviation Brigade monthly safety publication.

k. Chaplain. NONE

l. Headquarters Commandant. NONE .

m. Historian.

(U) Unit Histories and Annual Supplements.

(1) Observation: Units continue to submit late, poorly written initial Unit Histories and Annual Supplements to their initial Unit Histories: many of these reports do not comply with existing regulations.

(2) Evaluation: Unit Histories and Annual Supplements should accurately portray, in detail, the unit's activities during the previous year. These reports have lasting historical value, and may be used as research material by historians when the history of the Vietnam War is written.

(3) Recommendation: That units appoint the most qualified individual to write the Unit History or Annual Supplement, and that great care be taken by that individual to insure that the report does, in reality, accurately describe the unit's activities and operations of the past year, and that existing regulations are complied with.

(4) Command Action: 1st Avn Bde Reg 870-1 has been revised, 18 April 1969, to include detailed guidance (Appendix II, to include Annexes A and B) on the preparation of these important historical reports.

FOR THE COMMANDER:

5 Incl

as

Incl 2 - 5 wd Hq, DA

*Jay B. Williams*  
JAY B. WILLIAMS  
Colonel, Infantry  
Chief of Staff

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AVB:GC-O

15 May 1969

SUBJECT: Operational Report of Headquarters, 1st Aviation Brigade for  
Period Ending 30 April 1969, RUS CSFOR-65 (R1) (U)

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AVHCC-DST (15 May 69) 1st Ind

SUBJECT: Operational Report of Headquarters, 1st Aviation Brigade for  
Period Ending 30 April 1969, RCS CSFOR-65 (R1) (U)

HEADQUARTERS, UNITED STATES ARMY, VIETNAM, APO San Francisco 96375 1 2 JUN 1969

TO: Commander in Chief, United States Army, Pacific, ATTN: GPDP-DT,  
APO 96558

Assistant Chief of Staff for Force Development, Department of the  
Army, Washington, D.C. 20310

1. (U) This headquarters has reviewed the Operational Report-Lessons Learned for the quarterly period ending 30 April 1969 from Headquarters, 1st Aviation Brigade.

2. (C) Comments follow:

a. (U) Reference item concerning Unit Supply Technicians (761A) which have been deleted from Aviation Units by MTOE, section II, page 15, paragraph 2e. Concur with the premise that the addition of a Unit Supply Technician (761A) to company level Aviation Units should improve the logistical operation of the units. This subject is currently under study at this headquarters as a separate action. If, after appropriate staff evaluation, the recommendation is determined to be valid, appropriate action will be taken by this headquarters to add a Unit Supply Technician to Aviation MTOE.

b. (C) Reference item concerning shortage of secure voice equipment in AH-1G and UH-1H aircraft, section II, pages 15-16, paragraph 2h(1); concur. USAAMMC presently does not have sufficient depot stock to meet demands for up-dating aircraft in RVN. Requests are passed to CONUS for fill. Unit requisition for mounts and control heads will be filled as items are received in RVN. Unit will be notified of above comment.

c. (U) Reference item concerning shortages of MOS 35P, 35N and 76U, section II, page 16, paragraph 2h(2). Records in AG confirm a shortage in MOS 35N and 35P, and 76U in the 1st Aviation Brigade. The brigade compares favorably to the USARV average in MOS 35N and is above the USARV average in MOS 35P. The brigade is below the USARV average in MOS 76U because most individuals possessing this MOS who arrive in RVN have been depot trained and must be assigned against critical depot requirements. Increased emphasis is being placed on assigning nondepot trained personnel in MOS 76U to the 1st Aviation Brigade.

d. (U) Reference item concerning shortage of flight safety clothing, section II, pages 16-17, paragraph 2j(1); concur. Study is in process to

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determine feasibility of issuing subject clothing to aviators at replacement depots. Unit issue procedures will continue to be required for initial issue to enlisted crewmen, and replenishment of equipment for all aircrewmembers.

FOR THE COMMANDER:



C. D. WILSON

1LT, ACC

Assistant Adjutant General

Cy furn:  
1st Avn Bde



GPOP-DT (15 May 69) 2d Ind (U)


SUBJECT: Operational Report of HQ, 1st Avn Bde for Period  
Ending 30 April 1969, RCS CSFOR-65 (R1)

HQ, US Army, Pacific, APO San Francisco 96558 11 JUL 69

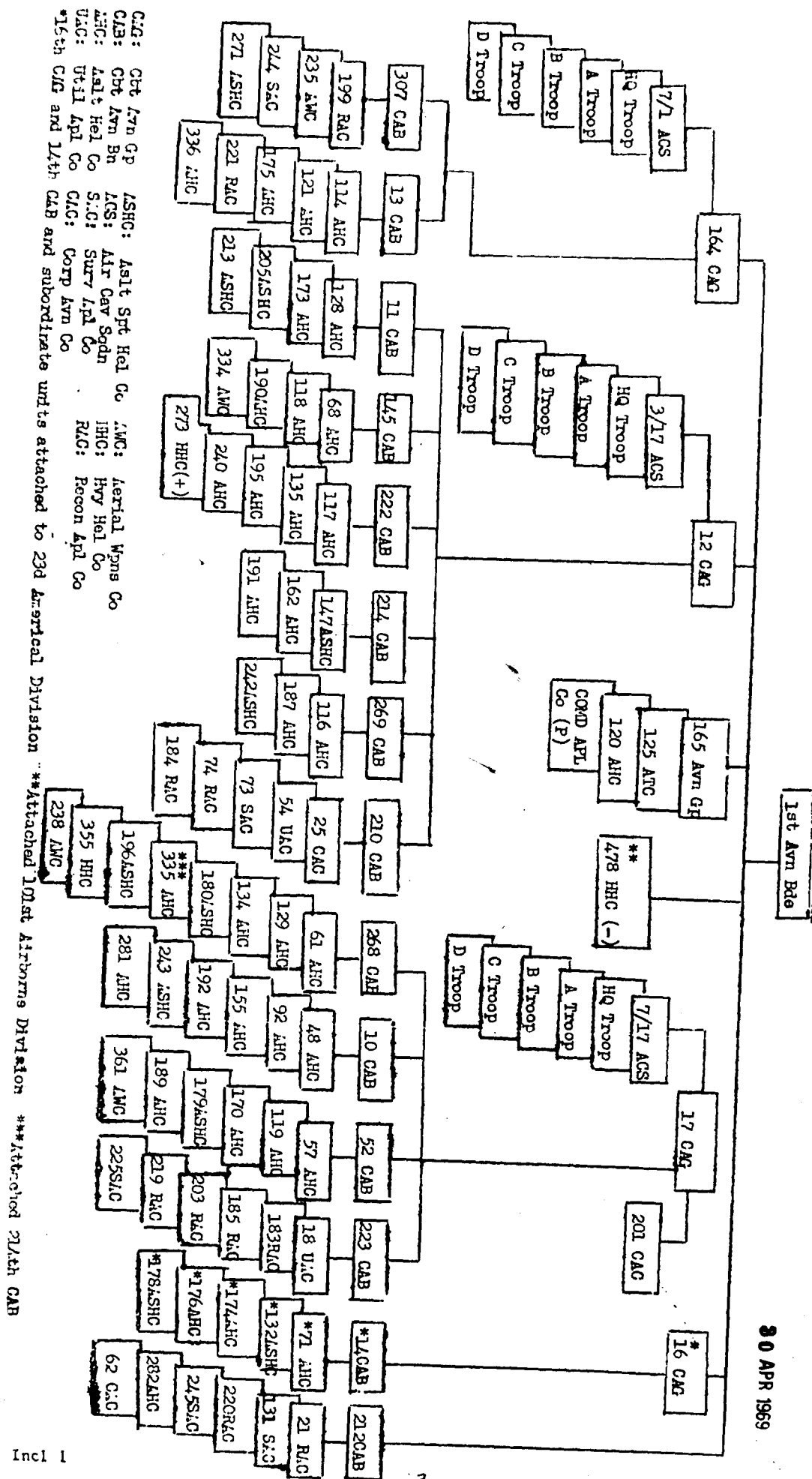
TO: Assistant Chief of Staff for Force Development, Department of the  
Army, Washington, D. C. 20310

This headquarters has evaluated subject report and forwarding indorsement and concurs in the report as indorsed.

FOR THE COMMANDER IN CHIEF:

  
C. L. SHORT  
CPT, AGC  
Asst AG

30 APR 1969



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Security Classification

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